Graduated Licence Review Panel

Final Report
May 2002

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102-04969/

INTRODUCTION

The Graduated Licence Review Panel (the "Panel") was announced on February 4, 2002. The Panel has been appointeed by the Government of Saskatchewan to consult with the public about a graduated licence for new drivers.

The Panel is represented by Bill Martens (Chair), a driver educator; Dionne Pohler, past president of Students Against Drinking and Driving (SADD); Brenda Slimmon, an insurance broker and manager of a Civic Centre; Rod Stafford, a member of the Weyburn Police Service; and Meghan Moormann, a political studies student at the University of Saskatchewan. Each Member of the Panel has been appointed until May 31, 2002.

The Panel recognizes that in effort to gather pure and uninfluenced input from the people it was not given a preconceived notion of what the Government was looking for in a Graduated Drivers Licensing Program. This proved to be somewhat of a detriment to the process as many people said, "tell us what you're looking at putting in place and we'll tell you if we think it is workable or not".

In 1996, Saskatchewan implemented the Probationary Driver Program, which closely monitors the driving record of new drivers to trigger appropriate remedial action. It was anticipated that the program would result in a 10 per cent reduction in the number of at-fault crashes involving new drivers by the end of 1999. The reduction over the period (1996-1999) has been 3.4 per cent.

One of the main challenges for new drivers is inexperience. The current program for dealing with new drivers is not adequate. Graduated licensing is designed to expose new drivers to incremental levels of risk as they gain more experience in the driving environment.

With the exception of Alberta, all other provinces have graduated license programs in place or have approved one to be implemented within the next few months. Graduated license programs in other provinces have proven to be effective in reducing new driver involvement in crashes.

MANDATE

The Panel, as its mandate, shall consult with the public and provide a report to the Minister of Crown Investments Corporation with recommendations on the components of a graduated licensing program.

In conducting its review, the Panel shall:

- Review statistical information on new driver involvement in collisions and graduated licensing programs;
- Establish procedures for conducting the review and ensure that these procedures are made available to the public;
- Where required by government, be available to discuss the Panel mandate and report with the media; hold public meetings, with a special effort to consult in rural communities and with young people and their parents, and provide appropriate notification to the public of the date and location of public meetings, including any rules for public participation;
- Prepare a report on the proposed graduated licensing program for the Minister of Crown Investments Corporation after considering statistical material, other graduated licensing programs and information received from public consultation;
- Provide its report respecting the proposed graduated licensing program to the Minister of Crown Investments Corporation by May 31, 2002; and
- Makes its report available to the public.

THE REVIEW PROCESS

PUBLIC CONSULTATIONS

In reviewing the concept of designing a graduated license program for Saskatchewan the Panel received comments and suggestions from individuals and groups throughout Saskatchewan. The comments and suggestions were received through a public consultation process that included:

- Thirteen public meetings;
- Establishment of a toll-free message line;
- Receipt of electronic message correspondence;
- Online survey; and
- Receipt of submissions by mail.

The public consultation schedule included both rural and urban communities with, 7 out of the 13 meetings arranged in rural communities. All of the meetings took place in high schools throughout the province. The meetings were advertised in daily newspapers, weekly newspapers, posters were provided to the communities hosting the meetings, school principals announced the meetings in the schools and radio clips were played on local radio stations.

Members of the Panel were involved in numerous media interviews throughout the public consultation process.

Public meetings were held on:

- February 20 at Asssinboia Composite High School in Assiniboia;
- February 21 at White Bear Education complex on White Bear First Nations Reserve;
- February 25 at Churchill Composite School, La Ronge;
- February 27 at Carpenter High School, Meadow Lake;
- February 27 at Rosetown Central High School, Rosetown;
- February 28 at Davidson High School, Davidson;
- February 28 at Weyburn Comprehensive High School, Weyburn;
- March 6 at Melville Comprehensive High School, Melville;
- March 6 at North Battleford Comprehensive High School, North Battleford;
- March 7 at Aden Bowman Collegiate, Saskatoon;
- March 13 at Swift Current Comprehensive High School, Swift Current;
- March 13 at Melfort and Unit Comprehensive High School; and
- March 27 at Campbell Collegiate High School, Regina

The Panel also met with;

- Students Against Drinking and Driving
- Saskatchewan Chief's of Police Association
- Saskatchewan Government Insurance (SGI)
- Saskatchewan Driver Educators Association
- Selective Traffic Enforcement Program (STEP)

The Panel carefully considered each meeting location. It was important to the Panel to consult with young people and their parents throughout the province and in communities of various sizes. The meetings included;

- an introduction by the moderator with an explanation of the process and the Panel's mandate for the consultations;
- an overview by the Panel of what is happening in other jurisdictions;
- an opportunity for questions or comments from the floor; and
- the opportunity to complete a questionnaire regarding graduated licensing.

CONSULTANT

In conducting its consultation, the Panel engaged the services of Family Service Regina to set up and organize a number of public meetings and coordinate information from the questionnaires.

PANEL CONCLUSIONS AND RECOMMENDATIONS

The Panel carefully considered the comments and suggestions received from the public during the consultation process. The meetings generated helpful discussion on the issue and a number of comments heard at the meetings are included in this paper under comments from the public.

In trying to develop a Saskatchewan approach to graduated licensing the Panel spent considerable time studying graduated licensing programs in other jurisdictions and statistical information on accidents and driving violations. The majority of the Panel's focus was with information received from other provinces as well as programs implemented in other parts of the world such as New Zealand and the United States.

The statistics show that Graduated Driver's Licensing Programs are working in other provinces and the number of accidents have been reduced. After introducing Graduated Driver Licensing in 1994, Nova Scotia and Ontario reduced their crash rates for novice drivers by 37% and 31% respectively.

In Saskatchewan new drivers as a group, those under 21 years are involved in approximately 24 at-fault accidents per 100 drivers. Those 21 years and over have 14 at-fault accidents per 100 drivers. Statistics show that for all drivers in Saskatchewan, regardless of age or experience, there are 7 at-fault accidents for every 100 drivers.

The Panel is recommending a Graduated Driver Licensing Program be implemented as it has shown in other jurisdictions to be a proven path to safer driving. The program proposed consists of two stages;

- learner stage, and
- novice stage.

Drivers in both stages will be required to pass road tests to become fully licensed.

The Panel is recommending a graduated licensing program which will place limited driving restrictions on beginner drivers (drivers in the learner stage). As the new driver passes through the program the restrictions will be gradually removed. This will allow new drivers to gain experience gradually before more complex driving conditions are phased in.

The stages are designed to give all new drivers an opportunity to gain experience under lower risk conditions before introducing them to more complex driving situations.

Careful consideration went into each recommendation. The recommendations are based on deliberation of scenarios. Removal or altering any of the recommendations could significantly change the whole scenario.

LEARNER PHASE

Time Period

The Panel recommends the learner stage be increased from 6 months to 9 months. The nine-month period is to expose new drivers to a larger variety of controlled driving situations in Saskatchewan's seasonal weather conditions.

The minimum age for acquiring a learner's licence is to remain the same as the current policy.

Co-Driver

The Panel recommends a driver in the learner stage be allowed to drive with any fully licensed driver. The current system requires the licensed adult to have held a valid licence, at least 365 days in the last three years.

The Panel recognizes that once a driver has passed through the proposed graduated licensing system they will be considered a fully licensed driver (class 5).

0 Blood Alcohol

The Panel recommends a driver in the learner stage maintain a zero blood alcohol content at all times while driving. Under the existing Probationary Driver Program a zero blood alcohol level while driving has been in effect since February 1, 2001.

Night Time Driving Restrictions

The Panel recommends that no driving restrictions be implemented in this stage because a co-driver will be in the vehicle at all times.

Passenger Restriction

The Panel recommends no more passengers than seat belts. In a single seat vehicle such as a half-ton truck the co-driver should be seated next to the driver if more than the two people are in the vehicle. In multi-seated vehicles such as cars, vans, trucks the Panel recommends restricting passengers in the front seat to the co-driver only and passengers in the rear must be wearing seat belts.

Driving between midnight and 5 a.m. with a co-driver is permitted and any passengers are limited to immediate family. The Panel felt this would allow new drivers to gain experience with nighttime driving.

The Panel acknowledges the importance of allowing drivers in this stage a chance to gain nighttime driving experience. It also recognizes nighttime driving experience can be gained at certain times of the year as early as 5:00 p.m. in Saskatchewan because of the shortened daylight hours in the fall and winter months.

Learner Sign on Vehicle

The Panel does not recommend a learner sign be displayed in the vehicle during this stage. The

Panel recognizes that many families in Saskatchewan have more than one vehicle, which could lead to unnecessary confusion.

Commercial Licence

The Panel recommends that in order to obtain a commercial class licence, a person must be a fully licensed driver. This means the driver would have to complete the graduated driver's license program before receiving a commercial licence.

Highway Restrictions

The Panel recommends no highway restrictions be implemented. The Panel does not see the need for this in Saskatchewan.

Front Seat Restriction

The Panel recommends that in vehicles with multi-seats such as cars, vans and some trucks, passengers be restricted from the front seat, with the exception of the co-driver, and that all passengers must wear a seat belt.

In a single seat vehicle such as a half-ton truck the co-driver should be seated next to the driver if more than the two people are in the vehicle.

Driver's Education

The Panel recommends that driver's education continues to be mandatory.

The Panel recommends 30 hours classroom and 6 hours in car training remain the same in the high school driver education program.

It is also recommends that all new drivers regardless of age receive a minimum of 6 hours of in car training and a minimum of 6 hours of class training time.

Points

The Panel recommends the points remain the same as a regular driver

Fines

The Panel recommends the fines remain the same as a regular driver.

Road Test

The Panel recommends drivers in this stage be required to pass a mandatory Saskatchewan road test. Passing the test will move the driver into the next phase known as the Novice Phase.

NOVICE PHASE

Time Period

The Panel recommends drivers must spend a minimum of 18 months in the novice stage and it is mandatory that the last 12 months are at-fault crash and conviction free prior to exiting the program. The driver will exit the program after passing an advanced road test to become a fully licensed driver.

Co-Driver

The Panel recommends drivers in this stage be allowed to drive without a co-driver. This phase is designed to give new drivers a chance to gain experience without a co-driver in the vehicle.

0 Blood Alcohol

The Panel recommends a driver in this stage maintain a zero blood alcohol content at all times while driving.

Night Time Restrictions

The Panel is not recommending any nighttime restrictions.

Passenger Restrictions

The Panel recommends a driver in this stage for the first six months be allowed to travel with one passenger or immediate family by the number of seat belts in the vehicle. This will allow the driver to gradually gain experience in driving with passengers.

After six months in the novice stage passenger restrictions will be lifted. The number of passengers will be restricted to the number of seat belts.

Novice Sign on Vehicle

The Panel does not recommend a novice sign be displayed in the vehicle during this stage. The Panel recognizes that many families in Saskatchewan have more than one vehicle, which could lead to unnecessary confusion.

Commercial Licence

The Panel recommends in order to hold a commercial class licence, a person must be a fully licensed driver and be a minimum of 18 years of age.

Highway Restrictions

The Panel recommends no highway restrictions be implemented. The Panel does not see the need for this in Saskatchewan.

Front Seat Restriction

With the exception of the first six months in this stage as previously stated under passenger restrictions, the Panel recommends no front seat restrictions be implemented.

Points

The Panel does not recommend a change to how points are given to drivers. The Panel recognizes that when points are added on to the driver's licence the time spent in the graduated license program will increase. This means that the new driver will determine how long they remain in the program not SGI based on whether or not they have driving offenses that have resulted in point accumulation. Point accumulation will result in increased time in the program.

The Panel recommends that all drivers in this stage must have a clear driving record for the 12 months immediately preceding the exit examination in order to pass out of the program. New drivers should not be allowed to leave the program until all offenses have been disposed of. This means that drivers are not eligible to move out of the program until all fines and court appearances have been finalized.

The Panel also recommends immediate action for violations and punishment.

Fines

The Panel recommends that SGI determine the appropriate fines.

Road Test

The Panel recommends a second road test to move out of the program to become a fully licensed driver. The second test would be an advanced road test. The advanced exam is designed to be more in depth to measure driving performance, additional maneuvers, and driving performance based on motor skills and perceptual skills.

Advanced road tests are used in other jurisdictions across Canada.

MOTORCYCLE LICENCE

If you apply for a Motorcycle Licence (Class 6) as your first licence, you are subject to the conditions of the Graduated Driver's Licensing program.

The Panel strongly recommends that restrictions be placed on engine size.

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SUMMARY OF RECOMMENDATIONS

Learner Stage

Time Period	minimum 6 months
Supervised Driver	Licensed adult - held valid licence at least 365 days in last 3 years
0 Blood Alcohol Content	Yes
Night time driving restriction	No
Passenger Restriction	No
Learners Sign on Vehicle	No
Commercial Licence	No
Highway Restriction	No
Front Seat Restriction	Co-driver in front
Driver Ed Required	Mandatory driver education
Points	same as regular driver
Fines	same as regular driver

Learner Stage

Learner	Present Program	Proposed Program
Time Period	minimum 6 months	**minimum 9 months**
Supervised Driver	Licensed adult - held valid licence at least 365 days in last 3 years	**Licensed Adult**
0 Blood Alcohol Content	Yes	**Yes**
Night time driving restriction	No	**No**
Passenger Restriction	No	**No more passengers than seat belts Passengers between midnight and 5 a.m. restricted to family members**
Learners Sign on Vehicle	No	**No**
Commercial Licence	No	**No**
Highway Restriction	No	**No**
Front Seat Restriction	Co-driver in front	**Co-driver in front**
Driver Ed Required	Mandatory driver education	**Mandatory driver education**
Points	same as regular driver	**same as regular driver**
Fines	same as regular driver	**same as regular driver**

Novice Stage

Novice	Present Program	Proposed Program
Time Period	minimum 24 months	minimum 18 months
Supervised Driver	No	No
0 Blood Alcohol Content	Yes	Yes
Night time driving restriction	No	No
Passenger Restriction	No	First 6 months allowed to travel with one passenger or immediate family. After the first 6 months restrictions are lifted
Novice Sign	No	No
Commercial Driving	Yes, if 18 years - not school buses	Yes, if fully licensed and 18 years old
Highway Restriction	No	No
Front Seat Restriction	No	No
Points	high & low charges: high 2 pts low 1 pts	Status Quo
Fines	same as regular driver	Status Quo

SUMMARY OF RECOMMENDATIONS

Novice Stage

Novice	
Time Period	minimum 24 months.
Supervised Driver	No
0 Blood Alcohol Content	Yes
Night time driving restriction	No
Passenger Restriction	No
Novice Sign	No
Commercial Licence	Yes, if 18 years - no school buses
Highway Restriction	No
Front Seat Restriction	No
Points	high & low charges- high 2 pt low 1 pts
Fines	same as regular driver

Appendix A :

Comments from the Public

COMMENTS FROM THE PUBLIC

The Panel received a number of suggestions and comments from the public regarding graduated drivers licence (GDL). Comments and suggestions were received by letter, e-mail and through discussions at the public meetings.

Supportive Comments

We do want to make situations safer for our children and all people on the highway.

Of course the young people at the meeting are against this but our job as parents and leaders is not to be popular with the youth, but to do what we believe is best based on our experience and statistics. Convincing the new drivers is not an issue, rather safeguarding them and others is. Allowing children full driving privileges immediately, although along standing tradition, is a foolish tradition. We don't let people that age vote but we let them drive lethal weapons. This would be a way for kids to counter peer pressure. Just as they need parents to set rules and guidelines and take the blame for why "Johnny" can't stay out until 4:00 a.m., this type of drivers licence would allow kids an out when a bunch of kids want to jump in. It is our job to protect our kids.

Experience does come with age.

I support the idea.

Parents have to take responsibility to teach their children about driving, it is a privilege to have a car.

If this is saving lives in other provinces let's try it here.

Restrictions should be from 4-6 p.m. and 7-9 a.m., not just at nighttime but at busy and dangerous times of day.

Parents will be educated when the program is implemented and in for a longer period of time.

GDL system takes the risk away from the kids. It gives them the excuse or reason to say NO in certain situations.

Limits on number of passengers is a good idea.

Adopt what is currently in place in other provinces and then make changes where you see modifications may need to be made.

Nonsupportive Comments

Not all kids are bad drivers. Isn't this program labeling all new drivers and saying they are guilty before doing anything wrong?

Would going to this step program prevent an accident that it wouldn't have with probationary?

Are there more accidents in the rural setting than in the urban setting with respect to new drivers?

Are we delaying the "experience" of certain driving conditions by these restrictions?

Of course the accident ratio will go down – if you take 25% of the kids off the road it seems obvious that 25% of accidents will decrease. Are these numbers relevant? Will the accidents happen later anyway?

Time frame restriction really cuts out a lot of activity possibilities.

What about starting at age 14 with parent's supervision? It is urban drivers who aren't experienced.

Can't get experience by taking opportunity to drive away from young people.

Look at the number of repeat accidents and deal with them instead of grouping everyone together.

Taking drivers off the road won't decrease accidents.

If you allow only one passenger then when six kids want to go to a movie you have now put 3 cars onto the highway instead of 1. How will this lessen the accident potential?

Nothing has changed in a GDL system, if the kids stay clean, good driving records, they haven't gained any more experience.

Don't penalize the good new drivers.

This will be a great inconvenience if the hockey bus is coming in at 1 am. How do kids get home if they drove in? How would the restrictions be implemented? How would you get an exemption?

What about kids who have jobs that don't end until after midnight?

Parents who work shifts, this would cause difficulties for them.

Comments Related to Drivers Education

Look at the Drivers Education Program only 6 hours in car! Not enough!

Could money be better spent on an advanced driver education program? Channel money into education NOT government.

Problem with First Nations - Driver Education Program, the funds are not allocated.

More hours with driver trainer and with experienced drivers would be helpful.

Suggestion: The first stage – training where you presently live. The second stage – training for conditions not normally exposed to.

Have opportunities where new drivers can be exposed to: night driving, city driving, etc.

Safe driving course would be helpful.

Exposure to different driving conditions – more city driving, more country, more ice and snow situations are crucial.

30 hours more driver training would be good. Parents shouldn't have to risk their vehicles.

4 hour courses – winter/gravel.

Maybe 12 hours with a driver educator.

Variety of experiences should be mandatory in driver education.

The driver education course should take place over a whole year to get all road conditions.

More road tests – more driver training.

Comments Relating to SGI

Probationary Program improvements could be made, make it stricter. SGI needs to be consistent.

Take away a person's licence sooner for bad driving.

Penalties should be more severe for people of all ages – seniors.

Consistency with Policing/Administration (SGI) is and has been an issue.

SGI hasn't been consistent with regulations.

Consequences need to be immediate and not 2 weeks or 3 months down the road.

Take licence away immediately for 3 months and then be retested.

SGI and the Traffic Board have not followed through.

Putting more money and more changes into GDL program won't help if SGI won't follow through.

General Comments

Rural versus city driving, the rural (North) doesn't always have the same exposure to city conditions.

Parents should take more responsibility to expose their children to different driving conditions.

Maturity of individual is a factor.

Have zero tolerance on any tickets.

Will the rules be enforced?

Put responsibility on parents, they should lose their car if their kids get into trouble.

Identification of new driver may help alert other drivers. But would this also alert the RCMP?

City driving is so different than in the country.

Gravel road, night driving, city driving, ice – not all families can provide opportunities for their children in these circumstances.

Having a licence doesn't make you a driver.

Convenience, how can kids get to jobs if they have restrictions on hours of driving?

Suggestion: Could revenue (surcharge) from tickets go to Driving Programs?

Will implementing this GDL program bring yet another difficulty for police?

Start driving process at age 14 with daylight driving restrictions.

Combining is done after midnight. If they are hauling grain how would they get exemptions for these circumstances?

The passenger limit would be detrimental to families and parents (more than 1 sibling needing a ride).

No public transportation in North Battleford. People rely on their vehicles to get around.

Will police be stopping kids for more reasons now if they saw a "L" on the window?

The sticker is not a workable idea here. If people know they are illegal why put the sticker in the window and admit to it?

Motorcycle drivers should have some experience before getting licence.

Even if you have a designated driver there are still distractions from the people in the vehicle who are drinking.

Having a clear driving record should reduce the number of years in the graduated program.

Increase the insurance rates for new drivers.

Correct the ones that are making the mistakes. Don't punish the good drivers.

People who get tickets should have retraining before they get their licenses renewed or returned then they should have to pass another test.

Motorcycle training should be mandatory and limit cc capacity.

Fix up the probationary licence program.

Appendix B:

Documents Used for Public Consultation

Putting you in the driver's seat

The province is considering Graduated Driver's Licensing. It would change the rules on how new drivers get their licence.

In other provinces conditions for new drivers include:

* Restricted night driving
* A limited number of passengers
* A two year probation period

Attend the public meeting to find out more about Graduated Driver's Licensing and voice your opinion.

For more information
1-866-322-3070
www.cicorp.sk.ca
gdlicence@cicorp.sk.ca

date:

time:

place:

Written submissions should be submitted by March 29th to: Graduated Licence Review Panel 400 2400 College Avenue, Regina, SK S4P 1C8

Graduated Licence Review Panel

What Program is in place now?

The Probationary Driver Program was introduced on August 1, 1996.

- A new driver becomes a probationary driver after passing the road test.
- Probationary drivers have full driving privileges. The length of the probationary period is two years. It can be extended by one year if the driving record of the probationary driver is poor.
- Probationary drivers are closely monitored and are required to have a zero blood alcohol level while driving.

What is Graduated Driver's Licensing?

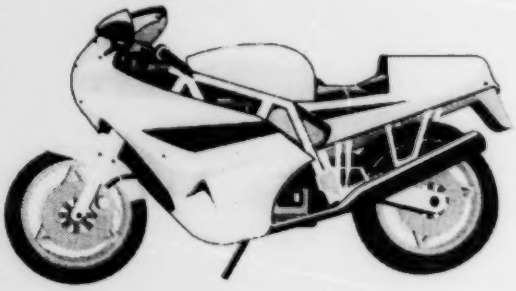
- Graduated driver's licensing in other jurisdictions consists of two or more driving phases that allow all new drivers to gain experience under lower risk conditions before introducing them to more complex driving situations.

- All new drivers would be required to go through a learner's stage and a novice stage before receiving a full privileged drivers' licence. Each of these stages could have a number of features to reduce the risk posed by new drivers as well as their exposure to risk.

- There could be certain restrictions such as:
  - not able to drive between midnight and 5 a.m., unless accompanied by a supervising driver; or
  - restrictions on the number of passengers.

Do other provinces have a graduated driver's licence program?

- Every province except for Saskatchewan has one, or is about to implement one.
- Nova Scotia and Ontario were the first to introduce graduated driver's licence programs in 1994.
- Manitoba implemented stage one in the fall of 2001.
- Alberta plans to begin implementation in 2002.
- Approximately 43 states in the US have implemented some form of a graduated driver's licence.



Have other provinces seen a decrease in accidents as a result?

- Provinces that have evaluated their programs are showing a reduction of 10 to 30 per cent in the number of collisions involving new drivers.

Do new drivers cause most of the accidents in Saskatchewan?

- Yes. They have more accidents than experienced drivers. The numbers go even higher with new drivers between the ages of 16 and 20.
- 11% of drivers in Saskatchewan are between 16 and 20 years.
- 83% of new drivers in Saskatchewan are between 16 and 20 years.
- For all drivers, regardless of age and experience, there are 7 at-fault collisions per 100 drivers.
- For newly licensed drivers aged 21 and over, there are 14 at-fault collisions per 100 drivers.
- For newly licensed drivers aged 16 to 20, there are 24 at-fault collisions per 100 drivers.

GRADUATED LICENCE REVIEW PANEL QUESTIONNAIRE

Please select the answer that you think best suits what you would like to see.

Is the probationary licence doing what it was designed to do?
a. Yes **b. No** **c. Not sure what it is**

Do you agree that the co-driver during the learner stage must be fully licensed with driving experience and?
a. 18 **b. older than 21** **c. as it is now**

Do you agree that the number of passengers in a vehicle (excluding the guardian) of a new driver should be restricted?
a. Yes **b. No**

Do you agree new drivers should be restricted from driving alone between 12 a.m. and 5 a.m.?
a. Yes **b. No**

Do you think new drivers pose a higher risk to themselves and others on Saskatchewan roads?
a. Yes **b. No**

Do you agree that a second road test could be used as an additional requirement to qualify for a ful privileged licence?
a. Yes **b. No**

DRIVING MOTORCYCLES

Do you agree that a new motorcyclist be required to remain in the learner's stage for a minimum of six months before progressing to the novice stage?
a. Yes **b. No**

Do you agree that a new motorcyclist remain in the novice stage for a minimum of two years before obtaining an unrestricted motorcycle driver's licence?
a. Yes **b. No**

Do you agree that the engine size of the motorcycle should be limited to the amount of driving experience?
a. Yes **b. No**

GENERAL QUESTIONS

On a scale of 1 to 5, where 1 means not at all important and 5 means very important, how would you rank the need to introduce a graduated licence program in Saskatchewan?
1 **2** **3** **4** **5**

On a scale of 1 to 5, where 1 means not at all fair and 5 means very fair, how would you rank imposing licence restrictions on all new drivers in Saskatchewan?
1 **2** **3** **4** **5**

On a scale of 1 to 5, where 1 means not at all effective and 5 means very effective, how would you rank graduated licence as a tool to make Saskatchewan roads safer?
1 **2** **3** **4** **5**

Do you have a learner's licence? **a. Yes** **b. No**

Do you have a full privilege driver's licence? **a. Yes** **b. No**

Do you agree that a Driver's Education program could be used as a step in the graduated licence program?
a. Yes **b. No**

How long have you had your driver's licence? Number of years _____

Thank you for responding to these questions. Your help is appreciated.

We welcome your comments and suggestions on Graduated Driver's Licensing.

_____

_____

Visit us at:
www.cicorp.sk.ca
1-866-322-3070
gdlicence@cicorp.sk.ca

General Information

Number of surveys submitted through Meetings	387 (61.8%)
Number of surveys submitted through Internet	239 (38.2%)
Total surveys submitted	626

Number of years survey takers have had their driver licence

0 years	108 (17.3%)
1 - 11 months	23 (3.7%)
1 - 5 years	50 (8%)
6 - 10 years	20 (3.2%)
11 - 15 years	12 (1.9%)
16 - 20 years	48 (7.7%)
21 - 25 years	63 (10%)
25 + years	124 (19.9%)
No answer given	178 (28.3%)

Appendix C:

Graduated Licence Review Panel

GRADUATED LICENCE REVIEW PANEL

Bill Martens (Chairperson)

- of Waldeck, a driver educator at the Swift Current Comprehensive High School

Meghan Moormann

- of Goodsoil, a political studies student at the University of Saskatchewan

Dionne Pohler

- of Spalding, past provincial president of Students Against Drinking and Driving (SADD)

Brenda Slimmon

- of Rosetown, an insurance broker and manager of the local Civic Centre

Rod Stafford

- of Weyburn, a member of the Weyburn Police Service who has worked in law enforcement for more than 17 years.